

JUST RECEIVED.  
LINEN COLLARS,  
LINEN FRONTS,  
SOFT FELT HATS,  
&c., &c., &c.  
COTTAM & CO.,  
General Outfitters.

# The Hongkong Telegraph.

ESTABLISHED 1881.

WEBSTER'S  
DICTIONARY,  
NEW EDITION,  
IS THE  
BEST AND CHEAPEST.  
For Sale at the  
Hongkong Telegraph Office,  
No. 6, Pedder's Hill.

NEW SERIES No. 641. 日九初月六年三十二緒光

THURSDAY, JULY 8, 1897.

四月八號

香港七月八號

THIRTY DOLLARS  
PER ANNUM.

## Banks.

THE CHARTERED BANK OF INDIA,  
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE—LONDON.

CAPITAL PAID UP.....\$800,000  
RESERVE LIABILITY OF SHARE-HOLDERS.....\$800,000  
RESERVE FUND.....\$175,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent, per annum on the Daily Balances.  
On Fixed Deposits for 12 months... 4 per cent.  
" " 6 " " 31 "  
" " 3 " " 24 "

T. H. WHITEHEAD,  
Manager, Hongkong,  
Hongkong, 2nd June, 1897. [31]

THE NATIONAL BANK OF CHINA,  
LIMITED.

Authorised Capital.....\$1,000,000  
Subscribed Capital.....\$500,000

HEAD OFFICE—HONGKONG.  
Court of Directors—  
D. Gillies, Esq. Chow Tung Shang, Esq.  
H. Stoltzfus, Esq. Kwan Ho Chuen, Esq.  
Chan Kit Shan, Esq.  
Chief Manager,  
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per Cent.  
Hongkong, 23rd October, 1893. [7]

HONGKONG AND SHANGHAI  
BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000  
RESERVE FUND.....\$ 6,500,000  
RESERVE LIABILITY OF PROP'TORS.....\$10,000,000

COURT OF DIRECTORS:  
St. C. MICHAELSEN, Esq.—Chairman;  
Hon. J. J. BILL-IRVING—Deputy Chairman,  
C. Bentmann, Esq. A. J. Raymond, Esq.  
G. D. Höglund, Esq. R. L. Richardson, Esq.  
G. B. Dowdell, Esq. R. Shear, Esq.  
R. M. Gray, Esq. N. A. Sims, Esq.  
David Gibney, Esq. Gerald Slade, Esq.  
CHIEF MANAGER:  
Hongkong—T. JACKSON, Esq.  
MANAGER:  
Shanghai—J. P. WADE GARDNER, Esq.  
LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED,  
HONGKONG—INTEREST ALLOWED  
On Current Account at the rate of 2 per Cent.  
per Annum on the daily balance.

INTEREST ON FIXED DEPOSITS:  
For 3 months, 2½ per Cent. per Annum.  
For 6 months, 3 per Cent. per Annum.  
For 12 months, 4 per Cent. per Annum.

T. JACKSON,  
Chief Manager.

Hongkong, 10th April, 1897. [8]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted  
by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be  
obtained on application.

INTEREST on deposits is allowed at 3½ PER  
CENT. per annum.

Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG AND  
SHANGHAI BANK to be placed on FIXED  
DEPOSIT AT 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,  
T. JACKSON,  
Chief Manager.

Hongkong, 1st August, 1895. [9]

## Auction.

GOVERNMENT NOTIFICATION.  
No. 259.

THE following Particulars and Conditions of  
Sale of Crown Land by Public Auction,  
to be held on the spot, on  
MO DAY,

the 12th day of July, 1897, at 3 P.M., are  
published for general information.

By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 26th June, 1897. [1034]

Particulars and Conditions of the letting by  
Public Auction Sale, to be held on Monday, the  
11th day of July, 1897, at 3 P.M., by Order  
of His Excellency the Governor, of One Lot  
of CROWN LAND at Hung Hom, in the Colony  
of Hongkong, for a term of 75 Years.

PARTICULARS OF THE LOT:

No. of Sale.	Registration No.	Boundary Measurements	Contents	Annual Rent	Upset Price
		sq. ft.	sq. ft.	sq. ft.	£
Hung Hom In Lot No. 2	Hung Hom No. 2	150, 150, 475, 475	7,715, 35	3,666	

MITSUI BUSSAN KAISHA.  
No. 8, Queen's Road Central.  
Head Office—TOKIO.

BRANCH OFFICES—  
LONDON, NEW YORK, BOMBAY,  
SINGAPORE, SHANGHAI, TIENTSIN,  
NEWCHWANG and all Ports in JAPAN.

Agents—  
Mitsui Coal Mine,  
Oshima Coal Mine,  
Kanada Coal Mine,  
Tokyo Marine Insurance Co., Limited.  
Meiji Fire Insurance Co., Limited.  
Imperial Government Paper Mills, Japan.  
Cotton Cleaning and Wgt. Co., Shanghai.  
Onoda Cement Company, Japan.  
Kaigaiji Cotton Spinning Mill, Limited.  
The Mikio Cotton Spinning Mill, Limited.  
Tokyo Cotton Spinning Mill, Japan.  
Hayashi Cloth Factory.

Hongkong, 11th December, 1896. [41]

## Insurances.

THE COMMERCIAL UNION ASSURANCE  
COMPANY, LIMITED.

### TYphoon Insurance.

THE above Company are prepared to  
ACCEPT RISKS on BUILDINGS  
against LOSS or DAMAGE by TYphoon at  
Moderate Rates.

For Particulars, apply to  
W. H. T. DAVIS,  
Acting Local Manager,  
Hongkong Branch.

No. 2, Duddell Street,  
Hongkong, 5th June, 1897. [908]

THE MANCHESTER FIRE INSURANCE  
COMPANY.

ESTABLISHED A.D. 1824.

CAPITAL.....\$1,000,000  
TOTAL FUNDS AND SECURITY.....\$2,480,053  
NET ANNUAL FIRE PREMIUM.....\$ 73,478

HAVING been appointed AGENTS of the  
above Company we are prepared to accept  
EUROPEAN and CHINESE RISKS  
at CURRENT RATES.

HOLLIDAY, WISE & CO.,  
Agents.  
Hongkong, 2nd January, 1897. [74]

NORTH GERMAN FIRE INSURANCE  
COMPANY OF HAMBURG.

THE Undesignated AGENTS of the above  
Company are prepared to accept First  
Class FOREIGN and CHINESE RISKS at  
CURRENT RATES.

SIEMSSSEN & CO.,  
Hongkong, 28th May, 1895. [28]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY,  
(LIMITED).

CAPITAL, TAELS 600,000  
EQUAL TO.....\$ 833,333.33  
RESERVE FUND.....\$ 318,000.00

BOARD OF DIRECTORS  
LEE SING, Esq. LO YUEN MOON, Esq.  
LOU TSO SHUM, Esq.

MANAGER—HO AMEL.

MARINE RISKS on GOODS, &c., taken  
at CURRENT RATES to all parts of the  
World.

HEAD OFFICE, 8 & 9, PRAYA WEST,  
Hongkong, 17th December, 1895. [26]

NOTICE.

THE MAN ON INSURANCE COMPANY,  
(LIMITED).

CAPITAL SUBSCRIBED.....\$1,000,000

The above Company is prepared to accept  
MARINE RISKS at CURRENT RATES on GOODS,  
&c. Policies granted to all Parts of the world  
payable at any of its Agencies.

CHAU TSEUNG FAT,  
Secretary.

HEAD OFFICE,  
No. 2, QUEEN'S ROAD WEST,  
Hongkong, 25th May, 1895. [30]

Intimations.

THE HONGKONG ELECTRIC COMPANY,  
LIMITED.

NOTICE TO SHAREHOLDERS.

FINAL CALL.

SHAREHOLDERS are hereby notified that  
the FINAL CALL of TWO DOLLARS  
(\$2) per Share has been made, and is PAYABLE  
at the Company's Offices, No. 27, Queen's Road  
Central, on 1st August, 1897.

SHAREHOLDERS are requested, when Paying  
the above-mentioned CALL, to send to the Acting  
Secretary their PROVISIONAL SHARE CERTIFICATES.  
These will be retained, and FULL PAID-UP SCRIP will be issued in  
lieu thereof in due course.

By Order of the Board of Directors,  
CHAS. F. HARTON,  
Acting Secretary.

Hongkong, 5th July, 1897. [1035]

CARBOLINEUM AVENARIUS  
Used for 20 Years.

With the Utmost Success.

Thoroughly reliable preservative for Wood  
and Stone against White Ants, Decay, Fungus  
Rot and Dampness.

Sole Agents for China,  
SCHEEKE & CO.,  
Hongkong, 15th May, 1896. [133]

KUHN & KOMOR,  
JAPANESE FINE ART, CURIOS,  
21 & 22, QUEEN'S ROAD, HONGKONG,  
35, WATER STREET, YOKOHAMA  
and  
36, DIVISION STREET, KORE.  
Hongkong, 15th March, 1896. [437]

CHS. J. GAUPP & CO.,  
CHRONOMETER, WATCH, and CLOCK  
MAKERS, JEWELLERS, SILVER,  
SMITHS, and OPTICIANS,  
CHARTS and BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches,  
awarded the Highest Prizes at every Exhibition;

and for Voigtlander and Sohn's

CELEBRATED OPERA GLASSES,

MARINE GLASSES, and SPYGLASSES.

Hongkong, 15th May, 1896. [40]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS  
AND WATCHMAKERS.

Sole Agents in the East for the amalgamated

CLIMENT, HUMBER, and GLADIATOR CO., LTD.,

DUNLOP TYRE & RUBBER—PARIS—\$15.

A special reliable Watch made for this Climate

Quality A.....\$16

Quality B.....\$12

10, QUEEN'S ROAD CENTRAL,  
Opposite the Telegraph Office.

## Intimations.

PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY.

(a)

FOR STEAMERS CAPTAINS TO SAIL REMARKS

JAPAN, &c. Java ..... J. Chellaw, R.N.R. .... Noon, 9th July ... Freight or Passage.  
(Passing through the Island Sea.)

SHANGHAI ..... Thomas ..... W. J. Nantes ..... About 10th July ... Freight or Passage.

LONDON &c. ... Ravenna ..... C. T. Dunn, R.N.R. .... About 15th July ... See Special  
Advertisement.

JAPAN ..... Verona ..... C. H. S. Tocque, R.N.R. .... Noon, 16th July ... Freight or Passage.  
(Passing through the Island Sea.)

LONDON &c. ... Canopus ..... D. C. Gregor, R.N.R. .... About 22nd July ... Freight or Passage.

For Further Particulars, apply to

H. A. RITCHIE, Superintendent,

Hongkong, 3d July, 1897. [5]

## Intimations.

UNITED ASBESTOS ORIENTAL  
AGENCY, LIMITED.

SOLE AGENTS IN

HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS,  
FOR THE

UNITED ASBESTOS COMPANY, LIMITED, LONDON,  
PIONEERS OF THE ASBESTOS TRADE.

Contractors to H.M. Government, and the Principal English, Indian, Colonial and Foreign  
Railways, including the Imperial Railways of Japan.

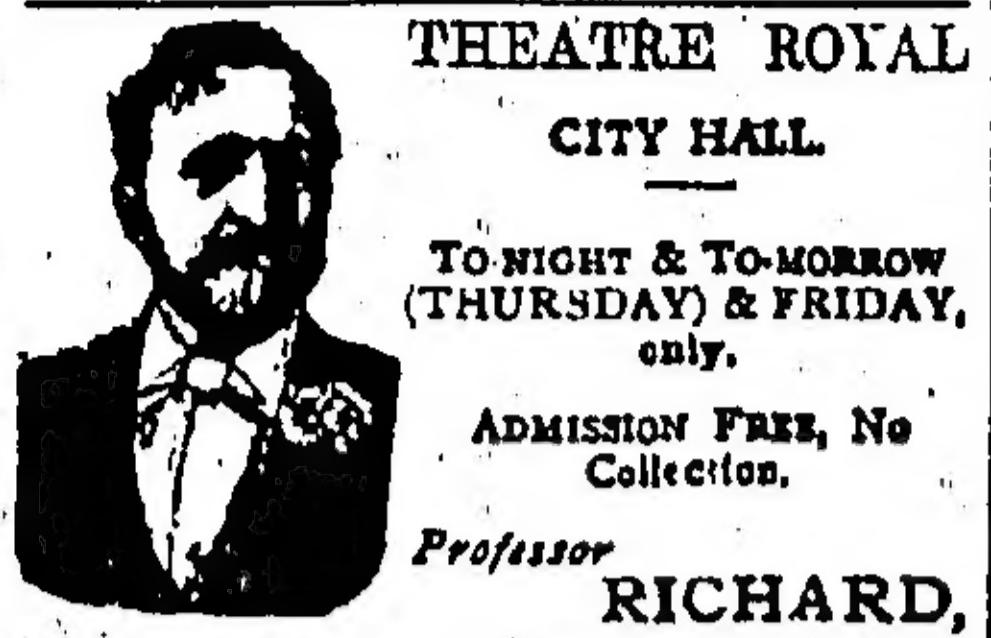
MANUFACTURERS OF  
The Best Qualities of ASBESTOS and RUBBER GOODS for the VERY HIGHEST PRESSURES,  
Cheaper Qualities for LOW PRESSURES.

The "VICTOR" METALLIC PACKING has been adopted by the Lords of the Admiralty  
for use throughout Her Majesty's Navy.

The "VICTOR" METALL

# THE HONGKONG TELEGRAPH, THURSDAY, JULY 8, 1897.

## To-day's Advertisements.



RICHARD,

SPECIALIST,  
ELECTRICAL ENTERTAINMENT.  
Doors Open 8.30 P.M.  
Commencing 9 o'clock sharp, finishing 11 P.M.

Reserved Seats for the Press and Government  
Official.

The General Public of All Nations and Castes  
are courteous invited.

ADMISSION FREE.

Professor Richard may be consulted privately  
Free of Charge, 9 A.M. to 7 p.m. for a Short  
Limited Session.

A Chinese Interpreter in Attendance.

NEW VICTORIA HOTEL  
Private Entrance, 2nd Floor,  
ICE HOUSE LANE,  
Hongkong, 8th July, 1897. [1035]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship  
"JAVA,"  
FROM ANTWERP, LONDON AND  
STRAITS.

Cougnissees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark  
and delivery can be obtained as soon as the  
Goods are landed.

This vessel brings on cargo:—  
From Italy, ex S.S. *Cutter*.

From Madras, ex S.S. *Secunda*.

Optional Goods will be landed here unless  
instructions are given to the contrary before 4  
P.M. TO-DAY.

Goods not cleared by the 14th instant at 4  
P.M. will be subject to rent.

No Fire Insurance will be effected by me in  
any case whatever.

All damaged Packages must be left in the  
Godowns and a certificate of the damage  
obtained from the Godown Company within ten  
days after the vessel's arrival here, after which  
no claims will be recognized.

H. A. RITCHIE,  
Superintendent,  
Hongkong, 8th July, 1897. [1043]

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR SHANGHAI (DIRECT).  
THE Company's Steamship  
"WOOSUNG,"

Captain Cleag, will be despatched as above TQ.  
MORROW, the 9th instant, at 2 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 8th July, 1897. [1045]

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR SAMARANG AND SOURABAYA.  
THE Company's Steamship

"SHANTUNG,"  
Captain Frampton, will be despatched as above  
on SATURDAY, the 10th instant, at 4 P.M.

For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 8th July, 1897. [1048]

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR SEATTLE, WASHINGTON,  
VIA KOBE, AND YOKOHAMA.

(Through Passenger Tickets and Bills of Lading  
issued for the principal Cities in the  
UNITED STATES, CANADA and EUROPE, in  
connection with the Great Northern Railway  
and Atlantic Steamers.)

THE Company's Steamship

"YAMAGUCHI MARU,"

Captain A. E. Moore, will be despatched as above  
on WEDNESDAY, the 14th instant, at 4 P.M.

Consignee's Invoices of Goods for the United States  
should be in QUADRUPPLICATE, and one Copy  
must be mailed by the Steamer to the care of  
the FORWARDER AGENT, Great Northern Railway,  
Seattle, Wash.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA,  
Hongkong, 8th July, 1897. [1048]

"SHELL" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.  
(Taking cargo at through rates to COPENHAGEN,  
STOCKHOLM, NORRKOPEN, GENEVA,  
DANTZIG and KONIGSBERG, with transhipment  
in HAMBURG.)

THE Company's Steamship

"TROCAS,"

Captain F. Barry, will be despatched as above  
on THURSDAY, the 15th instant.

For Freight, apply to

ARNHOLD, KARBERG & CO.,  
Agents.

Hongkong, 8th July, 1897. [1046]

"RICEHERMS" REGULAR LINE OF  
STEAMERS.

FOR BREMEN AND HAMBURG,  
(Taking cargo at through rates to RED SEA,  
MEDITERRANEAN and BLACK SEA PORTS.)

THE Company's Steamship

"DEIKE RICKMERS,"

Captain Müller, will be despatched as above  
on MONDAY, the 19th instant.

For Freight, apply to

ARNHOLD, KARBERG & CO.,  
Agents.

Hongkong, 8th July, 1897. [1047]

## To-day's Advertisements.

THE GREAT EASTERN AND CALEDONIAN  
GOLD MINING CO., LIMITED.

### NOTICE TO SUBSCRIBERS.

NOTICE is hereby given that APPLICATIONS for SHARES, accompanied by a deposit of One Dollar per Share, must be sent in to the HONGKONG AND SHANGHAI BANKING CORPORATION, Hongkong, not later than SATURDAY, 10th July, upon forms that may be obtained from the General Agents.

Letters of Alleviation will be sent out to Subscribers as soon as possible after that date.

SCHEELE & CO.,  
General Agents.

Hongkong, 8th July, 1897. [1044]

### IMPERIAL KWANTUNG LOAN OF 1894:

### PAYMENT OF INTEREST AND PART PRINCIPAL.

(FOURTH PERIOD.)

NOTICE is hereby given that the WARRANTS for INTEREST on, and RE-PAYMENT of PART of PRINCIPAL of the BONDS of the IMPERIAL KWANTUNG LOAN of 1894 will be ready for Issue on the 9th instant, at the OFFICE of the IMPERIAL MARITIME CUSTOMS, CANTON.

E. B. DREW,  
Commissioner of Customs.

Custom House, Canton, 8th July, 1897. [1043]

### JUST LANDED.

A FRESH CONSIGNMENT  
OF  
AUSTRALIAN HAMS AND BACON  
of

Well-known PINE-APPLE BRAND.

Special quotations to Compradores Stores and  
to such wholesale purchasers.

H. RUTTONJEE,  
14, D'Aguilar Street.  
Hongkong, 8th July, 1897. [1045]

### "BEN" LINE OF STEAMERS.

FOR LONDON, VIA SUZU CANAL  
THE Steamship

### "BENVENUE,"

Captain Sache, is due here about 22nd instant,  
and will have quick despatch.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 8th July, 1897. [1043]

### NOW READY!

COMMERCIAL AND STATISTICAL  
PAPERS.

No 1 APRIL, 1897.

Being reports of meetings of Companies and  
Corporations for periods ending 31st December,  
1896.

This pamphlet is published for the convenience  
of the Commercial Community and is  
for sale.

PRICE \$1 PER COPY.

at the office of the

"HONGKONG TELEGRAPH,"

No 6 Pedder's Hill.

Hongkong, 7th May, 1897. [1041]

### FATIGUES.

DAKIN, CRUCKSHANK &  
COMPANY,

VICTORIA DISPENSARY,  
HONGKONG.

### AERATED WATERS.

SIMPLY AERATED WATER.

SODA WATER.

EMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRUCKSHANK & CO.'S WATERS are  
made under the constant supervision of a duly  
qualified English Chemist and will bear compa-

nison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MEETINGS and  
other Large Consumers.

Any complaints should be addressed to the  
Manager.

Hongkong, 1st March, 1897. [1049]

### TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG

TELEGRAPH" ARE MOST RESPECTFULLY  
REMINDED THAT ALL SUBSCRIPTIONS

MUST BE PAID IN ADVANCE.

### NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to subscriptions, advertisements, &c., be addressed to the Manager, Hongkong Telegraph.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by remittance, and addressed to the Manager, Hongkong Telegraph.

While the columns of the Hongkong Telegraph will always be open to receive letters from all quarters, it is only those which are of sufficient interest and value to the public that will be printed.

The Editor does not in any way hold himself responsible for opinions thus expressed.

### TO ADVERTISERS.

Advertisers are requested to forward all notices intended  
for insertion in the Hongkong Telegraph to the Manager, Hongkong

Telegraph, so as to receive the early publication of the same.

Advertisers and Subscribers who are not ordered for a  
fixed period will be continued until countermanded.

Advertisers who do not pay their bills in time will be liable  
to legal action.

The Hongkong Telegraph is the sole agent for the  
Advertisers' Telegraph, a newspaper published in the United Kingdom.

The Hongkong Telegraph is the sole agent for the  
Advertisers' Telegraph, a newspaper published in the United Kingdom.

The Hongkong Telegraph is the sole agent for the  
Advertisers' Telegraph, a newspaper published in the United Kingdom.

The Hongkong Telegraph is the sole agent for the  
Advertisers' Telegraph, a newspaper published in the United Kingdom.

The Hongkong Telegraph is the sole agent for the  
Advertisers' Telegraph, a newspaper published in the United Kingdom.

The Hongkong Telegraph is the sole agent for the  
Advertisers' Telegraph, a newspaper published in the United Kingdom.

The Hongkong Telegraph is the sole agent for the  
Advertisers' Telegraph, a newspaper published in the United Kingdom.

The Hongkong Telegraph is the sole agent for the  
Advertisers' Telegraph, a newspaper published in the United Kingdom.

The Hongkong Telegraph is the sole agent for the  
Advertisers' Telegraph, a newspaper published in the United Kingdom.

The Hongkong Telegraph is the sole agent for the  
Advertisers' Telegraph, a newspaper published in the United Kingdom.

The Hongkong Telegraph is the sole agent for the  
Advertisers' Telegraph, a newspaper published in the United Kingdom.

The Hongkong Telegraph is the sole agent for the  
Advertisers' Telegraph, a newspaper published in the United Kingdom.

The Hongkong Telegraph is the sole agent for the  
Advertisers' Telegraph, a newspaper published in the United Kingdom.

The Hongkong Telegraph is the sole agent for the  
Advertisers' Telegraph, a newspaper published in the United Kingdom.

The Hongkong Telegraph is the sole agent for the  
Advertisers' Telegraph, a newspaper published in the United Kingdom.

The Hongkong Telegraph is the sole agent for the  
Advertisers' Telegraph, a newspaper published in the United Kingdom.

The Hongkong Telegraph is the sole agent for the  
Advertisers' Telegraph, a newspaper published in the United Kingdom.

The Hongkong Telegraph is the sole agent for the  
Advertisers' Telegraph, a newspaper published in the United Kingdom.

The Hongkong Telegraph is the sole agent for the  
Advertisers' Telegraph, a newspaper published in the United Kingdom.

The Hongkong Telegraph is the sole agent for the  
Advertisers' Telegraph, a newspaper published in the United Kingdom.

The Hongkong Telegraph is the sole agent for the  
Advertisers' Telegraph, a newspaper published in the United Kingdom.

The Hongkong Telegraph is the sole agent for the  
Advertisers' Telegraph, a newspaper published in the United Kingdom.

&lt;p

# THE HONGKONG TELEGRAPH, THURSDAY, JULY 8, 1897.

Mr. Marks' moonlight picnics commence at 9 p.m. on Saturday. Tickets previous issued will be available for the occasion.

In opening up very large nest of white ants in search of the "queen," which was duly destroyed, H.E. the Governor of British North Borneo, when at Labuan, found among the spongy growths no less than twelve scorpions, none of them small, but one of them was immense. How they got there, how they lived there, and how they hoped in yet out is a mystery. Bishop Holm's son witnessed the curious discovery—*Straits Times*.

**PREPARATIONS** are already being made to view the total eclipse of the sun which will take place on the 21st January, 1898. The course of the eclipse in India will run via Rangoon, Sora, Nagpur, Mandi, Boora, Mohbar, and then is a direct line to Mount Everest. No less than three English parties intend to view the eclipse from stations in the Bombay Presidency, and the Government of India will arrange for at least one party in Tibet. The total eclipse will be visible for about two minutes on the Bombar side and for about a minute and a half in Tibet.

Her Majesty the Queen has been graciously pleased to approve of the following corps being permitted, in recognition of services rendered in the operations connected with the relief of Centralia, to bear the word "Central" on their colours or appointments:—The Buffs (East Kent Regiment); the Bordershire Regiment; the King's Own Scottish Borderers; the East Lancashire Regiment; the King's Royal Rifles Corps; Scotch Highlanders (Roxburghshire Duke of Albany's); the Gordon Highlanders.

A STUPMOUTHS banqueting was given on board the Hamburg-American Packet Company's steamer *Augusta Victoria*, at Hongkong, on the 27th May, in celebration of the fiftieth anniversary of the foundation of that Company. Prince Henry of Prussia and many nobles were present, including the Lord Mayor of Belfast. The Company started business in 1847 with 10 sailing ships, and at the end of 1866 the fleet comprised sixteen ocean steamers in carrying 24,500 registered tons, and 15 other boats are in course of construction having a total measurement of 55,250 tons. When the new vessels are completed, therefore, the tonnage of the whole fleet will be close upon 300,000 tons, which is, say, *Parfey*, more than is possessed by any other shipping Company.

The London and China Express says that amid the fierce competition among the representatives of so many nationalities for railway contracts in China it is very interesting to learn that previous orders placed in Britain have given the most unqualified satisfaction. Referring to a short 300 tons of bridge, which were negotiated per Mr. George Turner, Glasgow, at the end of April last year, and shipment of which took place about the end of August, the Imperial Chinese Railway officials have written thus:—"Gilders meet together very well, and trains are now over them." If we deduct three minor months, we find that this was accomplished in eight months. We wonder if the Engineers on other Continental or United States bridge-builders could beat, if ever equal, this record."

LORD Roberts, who has received the Order of St. Patrick in succession to the late Earl of Dartmouth, the senior Knight, is, points out a contemporary, running a curious neck and neck race with Lord Wolseley in the matter of distinctions. Both won half peerages for military service, though Lord Wolseley secured a second step in 1878 when he received a Viscountcy for the Egyptian-Sudan campaign. Both are now K.P. and G.C.B., and both became Privy Councillors of Ireland by virtue of holding the Irish Command. Lord Wolseley's G.C.W.G. may be set against Lord Roberts' G.C.S.I. but the latter has the G.C.V.E. additional, and over and above that the Victoria Cross. Both are Field-Marshals, but Lord Wolseley is Commander-in-Chief, upon! Lord Roberts can hardly look to gain, and the former has the advantage of a year in age.

THE quantity of coal produced in India is now rapidly approaching four million tons a year, the output in 1866-77 having been over 3,800,000 tons, or an increase of 300,000 tons in the twelve-month. The Bengal collieries account for nearly two-thirds of this and their producing capacity is such that there is no fear of any falling away. The Nizam's territory yielded 30,000 tons less than in the year preceding, but this was due in part to breaches on the railways, and the Sindhi collieries are actually in a position to give a much greater output than before. The Director-General of Indian Railways in his Administration Report states that arrangements have now been made to put Singareni coal on the Bombay market at a price which will enable it to compete with English coal, and over 84,000 tons have already sold there. The demand for this coal, which is of excellent quality, has increased so much that further development of the colliery is necessary and more pits are to be opened.

Mr. Alexander Kinloch writes in the London Morning Post giving British merchants some advice that will not, it is to be hoped, be altogether devoid of utility. He asks for space to endorse what a Mr. C. S. Hart had written in the same journal with reference to the importance of offering facilities in our schools for the study of Russian and for the issue of certificates for proficiency in the language for commercial purposes? As has been stated on more than one occasion by some of our statesmen and by C. S. Hart of Chambers of Commerce, we are undoubtedly deficient in our native language proficiency—the acknowledged modern indispensable weapon for maintaining our commercial supremacy abroad.

The days are gone by when English manufacturers could say to native buyers abroad, "Write to us in English and send your orders through a banker." Our Continental rivals, for their industrial infancy in those days, have grown into manhood, and we have to reckon with their supple, steady competition. To maintain our ground we must reach the native trader direct; we must be in personal contact with him; we must learn his requirements from his own lips; to do this we must be able to communicate with him in his own language. Russia has expanded into the magnificence of the East; her frontier in Asia is almost, and will be before long, continuous with our own. The rapid development of her Siberian resources call for increasing demands in machinery and manufactured goods in exchange for raw produce. Her enterprising activity in the Far East summons us to watchful of our commercial prestige. The Russian has learnt to be independent of the foreigner; he will not employ even a foreign correspondent. The Russian trader writes nowadays to the manufacturer abroad in Russia, and frequently requires not only that reply, but catalogues and specifications to be sent to him in his own language. Of this I could produce numerous instances in the correspondence which passes through my hands. As in the South American trade knowledge of Spanish is indispensable, so in the Russian trade, if we wish to hold our own, we must master the Russian language. The study of the language is laborious but fascinating.

## THE VINCENT CASE.

### THE CHARGE DISMISSED

Percy Vincent, late star keeper of the Central Pacific Railway Co., was brought up on remand before Mr. H. E. Wodehouse at the Registry to-day.

The defendant pleaded not guilty to the charge of having stolen divers articles from his employer's godown.

Chao Chin, a godown cooler, employed by the C.P.R., said that between 4 and 5 p.m. on the 15th May he saw the defendant wrap up three cups and saucers in the godown, and then go away with them in a ricksha. The next day he saw the defendant arranging cups, saucers and dinner plates in a box and he took it away that afternoon in a ricksha. On the 16th May he asked him and another cooler to take a large box down stairs to the ricksha, which was taken away.

Ma Sing, the ricksha cooler employed by the defendant, said that one day he took the defendant, who had a parcel containing tumblers, to the City Hall. Another day he took a box to St. Paul's boarding house.

George Millward, freight clerk, employed by the C.P.R., said that on the 18th May he went to the defendant to take express parcels to the *Empress of Japan* and asked him to get receipts for Chinese and Japanese and to receive the payment. He did not return and did not go to the office the next day. On the following morning witness asked the godown cooler where defendant was and he said that he was sick. A few days afterwards he heard that the defendant had gone away. He got the keys of the godown from the defendant's house and went to the godown and took stock and found that 3 cups and saucers, 1 Saratoga trunk, 8 tumblers, 1 Chinese brush and some playing cards, with the Company's monogram on them, were missing. He estimated the value at \$15.

His Worship asked the defendant if he wished to make a statement.

Defendant said—"When I took over the duties of storekeeper from the freight clerk, Mr. Messer, he took me down to the godown and told me that he thought that everything was correct. Not being satisfied with this I went over the stores myself and found that several articles were defective and some in excess. I reported the matter to the freight clerk and he asked me if I would make exchanges with him. The steward of the Company's steamers with the articles I had in excess for those that were short; I did so but could not succeed in exchanging some of the articles and some of these the prosecution is charging me for are among those unchanged. The Saratoga trunk was full of white ants and I had authority from Mr. Brown to destroy any articles so damaged, and I placed it with the rubbish. As regards the glassware Captain Tillett asked me to lend him glass, &c. for the Company's steam launch to go on a picnic one Sunday and they were never returned. I went to Japan for the benefit of my health and in touching at Shanghai met Mr. Hudson and his party, with whom I had been working as ticket collector in Hongkong. Some of the Party asked me to bring some Japanese tea sets for them on my return from Japan. I returned by the *Empress of Japan* with the tea sets which I placed in my store till the arrival of Hudson's Party from Shanghai. They arrived on the 14th or 15th of May by the steamer *Wingraze* and I took their baggage to the old Pedder's Wharf. One of the party asked me to take care of one large box and two smaller ones which I took to the godown until their departure. I afterwards took the large box to the City Hall and the two smaller ones to Stansfield's boarding house. The box containing the tea sets, being broken, I put them in a Chinese box which was being used, as a dirt box. I then took it to Stansfield's boarding house and handed them to the persons for whom I brought them. The sets were unpacked and I was asked to take back the box, but as I was not going back to the godown then I left it there and forgot it. The prosecutor sent a chit for deck chairs from the stores to be sent to him. On making inquiries at the office I found that the chits, not being the property of the company or of the prosecutor, was sent to his house, and also on the several occasions he had sent chits to the chief steward of the steamers of the Company for stores supplied for the use of the passengers and crew. These stores were packed up and handed to me in the steam launch and taken to the office of the prosecutor, the steward remarking at the same time that the Company was not aware that they were supplying him with stores. I left Hongkong because I had to send a few hundred pounds to England owing to my mother's illness and I ran into financial difficulties. It had nothing whatever to do with the crime with which I am charged.

Mr. Millward was recalled and said that the explanation was not satisfactory.

Mr. Wodehouse—it is my opinion in this case that the prosecution commenced in consequence rather of the running away of the defendant than because of the articles stolen. I have listened to the defendant's explanation and with regard to the majority of the articles his explanation seems to fit in with the facts of the case. The tumblers were missing not as a matter of theft as much as of carelessness on the part of the steward. Taking the whole facts of the case in consideration my opinion is that the defendant is entitled to his discharge.

Vincent asked if he had any means of resistance as he had lost his situation in the Shanghai Police and was arrested in the Shanghai police court.

Mr. Wodehouse—I can only order your discharge.

Vincent had been in custody since May 26th.

## RUSSIA AND JAPAN.

### THE PRESENT PEACE IN THE FAR EAST ONLY A PHANTOM.

### MUST PREPARE FOR WAR.

The present peace of the Far East, says the *Kobunsha-no-Tomo*, is only a phantom. Japan, in her crowning robe, is preparing for a future war. At such a juncture, to be contending against one another within one's own country for trifling causes is more than foolish. But such is the actual case, and we look with wonder at the childishness and shortsightedness of our self-styled statesmen and politicians. The people of Europe, on seeing the result of the Japanese-Chinese war, said we had prepared for it. We had not; we had not been so far sighted as to do so. Our triumph was due to China's weakness and foolishness. Now, however, we have a great enemy before us, the Russians, who do things steadily and pursue their ends resolutely. We are confronted with the duty of making great preparations for a war that may at any time break out between that people and ourselves. But it grieves us that our people should be so heated over civil strife that even the Government itself is divided against itself, and can do nothing with a strung united hand. For instance, look at the relations between Vladivostok and Takuhsim, or between

Count Okuma and Viscount Takashima. How can Japan face the crisis coming nearer and nearer, if her leading men are divided? The Government and the Opposition must open their eyes, and, quashing all trifling quarrels, provide for the time ahead.

### CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

### CHINA AND THE REGULATIONS FOR PREVENTING COLLISIONS AT SEA.

To the Editor of the "HONGKONG TELEGRAPH."

Sir,—Coast Inspector Blasen issued from his office at Shanghai, on the 1st July, a *Notice to Mariners* reading as follows:—

"Having reference to the Regulations for Preventing Collisions at Sea, which came into force to-day, and which have been published in English and Chinese by the Statistical Department of the Imperial Maritime Customs, for general use in Chinese Waters. Notice is hereby given that their acceptance by China refers only to Chinese vessels of foreign type and that Chinese junks, fishing boats, etc., will not exhibit the Regulation Lights. By order of the Inspector General of Customs."

Now, there can be little doubt about this notice having been duly authorized and I therefore trust you will permit me to draw attention to it in your columns for it is a matter of great importance to mariners generally and, I take it, to shipowners collectively.

The Chinese accept in part only the *Regulations*

approved by all the Great Powers of the world. She lays it down that she makes them binding only as regards Chinese vessels of foreign type and unblushingly notifies that "Chinese junks, fishing boats, etc., will not exhibit Regulation lights." One could laugh at such a notification issued by a Government that posed (until the Japanese exposed her) shallow mockery of power and majesty the other day as a power in the world were it not a matter that merits serious consideration, i.e., if the failure of the Chinese to adopt proper rules for the guidance of all and every Chinese vessel on the high seas is not always has been a cause of danger to life and property in the China Sea. Our fishing vessels at home are bound by the regulations and seeing that thousands of Chinese junks are larger than the average English trawler and often exceed a real danger at night to coasting steamers it seems wrong in every sense of the term to exclude all Chinese craft from the operation of the new Regulations. Then there are the vast fleets of Chinese fishing vessels through which a steamer has to pick its way and often stop, back, or turn round to avoid collision and probable loss of life and prosecution before a Consul for damages which are magnified as much as possible. These bogheads of the navigator are to be allowed to worry and hamper our movements as of yore simply because the Chinese Government "understands" by its proper rules for the guidance of all Chinese vessels of foreign type." The junk and fisherman who should be grateful to such a paternal government—a government that saves them the expense of a few catties of oil and lamps that can be seen before you are within cable's length of them!

Now, Sir, my object in writing is to see whether you regard this decision of the Chinese Government reasonable and proper, and if not whether you deem it probable that special representations to the British Minister by the shipowners interested in trade in and with China and Hongkong would be successful?

If the answer to the latter be in the affirmative then I trust that the necessary steps will soon be taken to have the wrong-headedness of the Chinese Government "understood" by the representatives of the Great Powers in

Peking.

I would, in conclusion, suggest that it will be only right and proper that the Chinese Government be notified that in the event of collision between foreign-owned vessels and Chinese vessels of the native type the owner of the foreign vessel will not be held responsible by the British authorities if it is proved that the Chinese vessel with which it came in contact was either improperly navigated or was not exhibiting proper lights. It is really unfair (and sometimes comes very hard on a hapless officer of the watch) to cause owners and masters a great deal of annoyance and trouble in defending suits brought in Consular Courts by the owners of Chinese craft who from time to time claim heavy damages for alleged losses resulting from collision with some foreign steamer, although the natives are themselves generally to blame because not only have they failed to exhibit proper lights, but have neglected to show any light at all until the steamer was fairly on top of them. The Chinese have far too much consideration extended to them by British Consuls as a rule, and I really think that this latest exhibition of Chinese "cussedness" should receive immediate and serious consideration with a view to causing the Chinese Government to realize that any Chinese vessels committing deliberate breaches of the new *Regulations* (certainly if beyond the three miles limit) must be regarded as in fault and take the consequences. It seems to me that not only is this decision of the Chinese Government discreditable to it but it also places them completely out of Court. Are we foreigners to be harassed and put to serious losses simply because China won't conform to the *Regulations*? It is all very well to let the Chinese do as they please in their own ill-governed provinces, but I submit that the two Treaty Powers should not allow them to do so.

Mr. Michael, broker for plaintiff, deposited that on 1st June he called on defendant with the shares he had received letters from defendant relating to his non-acceptance of the shares.

J. R. Michael, broker for plaintiff, deposited that on 1st June he called on defendant with the shares he had received letters from defendant relating to his non-acceptance of the shares.

Mr. S. Joseph, a broker, stated that on May 31st he was asked at what price he could do 200 Pusom shares but he replied that he had no buyers. He bid \$9.75 and \$10.50 for 200 Pusom shares, which he had to sell through his broker.

Mr. G. C. C. Master appeared for plaintiff and Mr. J. Hastings for defendant.

E. A. Bischoff gave evidence to the effect that he had entered into a contract with defendant early in May to supply him with 200 Pusom shares and on the 31st of the month, as the contract was to be completed, defendant said he was unable to take them up. He asked plaintiff to either hold them till July or August or to sell them and he would give him the difference.

The shares were sold on June and for \$8.75. Mr. Bischoff had received letters from defendant relating to his non-acceptance of the shares.

Frazer S. Joseph, a broker, stated that on May 31st he was asked at what price he could do 200 Pusom but he replied that he had no buyers. He bid \$9.75 and \$10.50 for 200 Pusom shares, which he had to sell through his broker.

Mr. P. H. Potts, a broker, said that on May 31st he sold about 300 Pusom shares in the morning at \$10, but he could not place them. He bid \$9.75 and \$10.50 for 200 Pusom shares, but he did not think he would have found a buyer.

Mr. P. H. Potts, a broker, said that on May 31st he sold about 300 Pusom shares in the morning at \$10, but he could not place them. He bid \$9.75 and \$10.50 for 200 Pusom shares, but he did not think he would have found a buyer.

Mr. P. H. Potts, a broker, said that on May 31st he sold about 300 Pusom shares in the morning at \$10, but he could not place them. He bid \$9.75 and \$10.50 for 200 Pusom shares, but he did not think he would have found a buyer.

Mr. P. H. Potts, a broker, said that on May 31st he sold about 300 Pusom shares in the morning at \$10, but he could not place them. He bid \$9.75 and \$10.50 for 200 Pusom shares, but he did not think he would have found a buyer.

Mr. P. H. Potts, a broker, said that on May 31st he sold about 300 Pusom shares in the morning at \$10, but he could not place them. He bid \$9.75 and \$10.50 for 200 Pusom shares, but he did not think he would have found a buyer.

Mr. P. H. Potts, a broker, said that on May 31st he sold about 300 Pusom shares in the morning at \$10, but he could not place them. He bid \$9.75 and \$10.50 for 200 Pusom shares, but he did not think he would have found a buyer.

Mr. P. H. Potts, a broker, said that on May 31st he sold about 300 Pusom shares in the morning at \$10, but he could not place them. He bid \$9.75 and \$10.50 for 200 Pusom shares, but he did not think he would have found a buyer.

Mr. P. H. Potts, a broker, said that on May 31st he sold about 300 Pusom shares in the morning at \$10, but he could not place them. He bid \$9.75 and \$10.50 for 200 Pusom shares, but he did not think he would have found a buyer.

Mr. P. H. Potts, a broker, said that on May 31st he sold about 300 Pusom shares in the morning at \$10, but he could not place them. He bid \$9.75 and \$10.50 for 200 Pusom shares, but he did not think he would have found a buyer.

Mr. P. H. Potts, a broker, said that on May 31st he sold about 300 Pusom shares in the morning at \$10, but he could not place them. He bid \$9.75 and \$10.50 for 200 Pusom shares, but he did not think he would have found a buyer.

Mr. P. H. Potts, a broker, said that on May 31st he sold about 300 Pusom shares in the morning at \$10, but he could not place them. He bid \$9.75 and \$10.50 for 200 Pusom shares, but he did not think he would have found a buyer.

Mr. P. H. Potts, a broker, said that on May 31st he sold about 300 Pusom shares in the morning at \$10, but he could not place them. He bid \$9.75 and \$10.50 for 200 Pusom shares, but he did not think he would have found a buyer.

Mr. P

Intimations.

A STRIKING SUCCESS!

**MAY POLE SOAP** BUT WON'T WASH OUT OR FADE.

DOES NOT DYE THE HANDS.  
For Dyed SILKS, SATINS, COTTONS, FEATHERS, LACE, WOOLEN GOODS, or MIXTURES  
of COTTON and WOOL, &c.

Such as Blouses, Dresses, Underlinen, Ribbons, Children's Frocks, Pinwafers, Lamp Shades,  
Silk Scarves, Handkerchiefs, Gentleman's Shirts, Lace Curtains, Silk Gloves,  
Stockings, Antimacassars, Toilet Mats, Shawls, &c., &c., &c.

COLOURS STOCKED.

Cream, Heliotrope, Pluk, Canary, Mauve, Alice-Green, Light Blue, Terra-Cotta, Orange,  
Nun-Brown, Scarlet, Black, Cerise and Cardinal.

SELL AGENTS for Hongkong and China,

WATKINS & CO., Apothecaries' Hall, 6th, Queen's Road Central.

DR. KNORR'S  
**ANTIPYRINE**

"LION BRAND"  
In Powder and Crystals, also in Drops of 5  
grains, easily soluble in Water,  
Water, &c.  
FEVER, RHEUMATIC AND NEURALGIC  
AFFECTIONS.  
NERVOUS AFFECTIONS.

**ARGONIN**

(Registered Trade Marks.)

**SOLUBLE CASEIN-SILVER PREPARATION.**  
Used in Gauorrhoea in 1 to 2 per cent. solu-  
tions possesses similar bactericidal action to  
silver nitrate, but is distinguished by complete  
absence of irritating properties.

It is requested that the directions on the  
boxes for making solutions shall be implicitly  
followed.

**CHINA EXPORT, IMPORT & BANK CO.**

SOLE AGENTS for CHINA.

BEWARE OF SPURIOUS IMITATIONS!

TAKE NOTE

IT IS UNIVERSALLY ADMITTED THAT  
TO indicate the exact use of words, no  
DICTIONARY can compare with the New  
Edition of

**WEBSTER'S DICTIONARY.**

At the office of the Hongkong Telegraph you  
can see, and procure for SIX DOLLARS, a Copy  
of the Webster's Webster, the latest and most  
emphatic proof that Labor omnia vincit.

Hongkong, 17th May, 1897.

[821]

TO SHIPMASTERS.

ENQUIRE where your FRESH WATER is  
obtained by the Water Boats; as FOUL  
WATER is the cause of much sickness on  
board ship.

We are the only Water-Boat Company in  
Hongkong exclusively Supplying FILTERED  
WATER.

Call Flag "W."

J. W. KEW & Co.,  
STEAM WATER-BOAT Co.,  
15, Praya Central.

Hongkong, 17th October, 1897.

[45]

THE GRILL ROOM,  
QUEEN'S ROAD.

THE LEADING CATERERS

ON

TUESDAYS,

GREEN TURTLE STEAKS for TIFFIN,  
GREEN TURTLE SOUPS for DINNER.

SALADS and DELICIOUS ENTREES sent  
to PRIVATE HOUSES at shortest notice.

WEDDINGS, PRIVATE PARTIES.

TIFFINS and DINNERS a Specialty.

Hongkong, 14th December, 1896.

[67]

**Consignees.**

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNERS.

The Steamship "BENALDER,"

FROM ANTWERP, LONDON AND

SINGAPORE.

CONSIGNEES of Goods are hereby informed  
that all Goods are being landed at their  
risk into the Hongkong and Kowloon Wharf and  
Godown Company's Godowns, whence and/or  
from the wharves delivery may be obtained.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 17th instant will be subject  
to rent.

All Claims against the Steamer must be pre-  
sented to the Undersigned on or before the 20th  
instant, or they will not be recognized.

All broken, chafed and damaged Goods are to  
be left in the Godowns, where they will be  
examined on the 9th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 3rd July, 1897.

[1025]

THE CHINA MUTUAL STEAM NAVI-  
GATION COMPANY, LIMITED.

NOTICE TO CONSIGNNEES.

FROM SWANSEA, GLASGOW, LIVER-  
POOL AND SINGAPORE.

THE Company's Steamship

"CHINGWO,"

having arrived from the above Ports, Consignees  
of Goods are hereby informed that their Goods  
are being landed at their risk into the Godowns  
of the Hongkong and Kowloon Wharf and  
Godown Company, Kowloon, whence delivery  
may be obtained.

No Claims will be admitted after the Goods  
have left the Godowns, and all Claims must be  
sent in to the Office of the Undersigned before  
Noon on the 10th instant, or they will not be  
recognized.

All broken, chafed and damaged Goods are to  
be left in the Godowns where they will be  
examined on MONDAY, the 12th instant, at  
3 P.M.

No Fire Insurance has been effected, and any  
Goods remaining in the Godowns after the 12th  
instant will be subject to rent.

Bills of Lading will be countersigned by

HOLIDAY, WISE & Co.,

Agents.

Hongkong, 5th July, 1897.

[1032]

Shipping.

**STEAMERS.**

THE CHINA MUTUAL STEAM NAVI-  
GATION COMPANY, LIMITED,  
FOR SHANGHAI, NAGASAKI, KOBE AND  
YOKOHAMA.

THE Company's Steamship

"MOVUNE,"  
C. H. Kemm, Commander, will be despatched  
as above on SATURDAY, the 10th instant, at  
Noon.

For Freight, &c., apply to  
HOLIDAY, WISE & Co.,  
Agents.  
Hongkong, 7th July, 1897. [1042]

FOR SINGAPORE, PENANG AND  
CALCUTTA.

THE Steamship

"LIGHTNING,"  
Captain J. G. Speer, will be despatched for the  
above Ports on SATURDAY, the 10th instant,  
at 3 P.M.

For Freight or Passage, apply to  
DAVID SASSOON, SONS & Co.,  
Agents.  
Hongkong, 6th July, 1897. [1043]

FOR PORT DARWIN, QUEENSLAND  
PORTS, SYDNEY AND MELBOURNE.  
THE Company's Steamship

"TSINAN,"  
Captain G. Ramsey, will be despatched on  
SATURDAY, the 10th instant, at 5 P.M.

The attention of Passengers is directed to the  
Superior Accommodation offered by this Steamer.  
The First-class Saloon is situated forward of the  
Engine. A Refrigerating Chamber ensures the  
Supply of Fresh Provisions during the entire  
voyage.

A duly qualified Surgeon is carried and the  
Vessel is fitted throughout with Electric Light.

Return Tickets issued by this Company to  
and from AUSTRALIA are available for return  
by Steamers of the EASTERN and AUSTRALIAN  
S. S. Co. and vice versa.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 8th July, 1897. [1048]

"SHIRE" LINE OF STEAMERS,  
FOR HAVRE, LONDON AND HAMBURG.  
THE Company's Steamship

"RADNORSHIRE,"  
Captain F. Davies, will be despatched for the  
above Ports on or about the 10th July.

For Freight or Passage, apply to  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 30th June, 1897. [1002]

"SHIRE" LINE OF STEAMERS.  
FOR NEW YORK, VIA SUEZ CANAL.

THE Company's Steamship

"CARMARTHENSHIRE,"  
Captain Stinch, will be despatched for the  
above Port on or about the 12th July.

For Freight or Passage, apply to  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 30th June, 1897. [1016]

THE CHINA MUTUAL STEAM NAVI-  
GATION COMPANY, LIMITED.

FOR LONDON,  
VIA STRAITS AND USUAL PORTS OF  
CALL.

(Taking Cargo at through rates for GLASGOW,  
LIVERPOOL, CONTINENTAL PORTS, RIVER  
PLATE, &c.)

THE Company's Steamship

"PAKLING,"  
H. L. Allen, Commander, will be despatched as  
above on or about the 15th July.

For Freight, &c., apply to  
HOLIDAY, WISE & Co.,  
Agents.  
Hongkong, 25th June, 1897. [991]

THE CHINA MUTUAL STEAM NAVI-  
GATION COMPANY, LIMITED.

FOR LONDON,  
VIA STRAITS AND USUAL PORTS OF  
CALL.

(Taking Cargo at through rates for GLASGOW,  
LIVERPOOL, CONTINENTAL PORTS, RIVER  
PLATE, &c.)

THE Company's Steamship

"KAIISOW,"  
E. Warrell, Commander, will be despatched as  
above on or about the 21st instant.

For Freight, &c., apply to  
HOLIDAY, WISE & Co.,  
Agents.  
Hongkong, 6th July, 1897. [1041]

THE CHINA MUTUAL STEAM NAVI-  
GATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND  
PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"YAMASHIRO MARU,"  
Captain J. Jones, will be despatched as above  
on SATURDAY, the 24th instant, at 5 P.M.

This Steamer is fitted with Superior Accom-  
modation for First-class and Second-class  
Passengers and is lighted by Electricity through-  
out.

A duly qualified Doctor is carried.  
For Freight or Passage, apply to  
NIPPON YUSEN KAISHA.

Hongkong, 6th July, 1897. [1099]

THE CHINA MUTUAL STEAM NAVI-  
GATION COMPANY, LIMITED.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"FORTUNA,"  
will be despatched as above on or about 25th  
July, to be followed by

"FREY,"  
on about 20th August.

For Freight, apply to  
SHEWAN, TOMES & Co.  
Hongkong, 4th July, 1897. [244]

FOR SAN FRANCISCO.

THE 100 ft British Ship

"FALLS OF DEE,"  
Lock Master, shortly expected, will load here  
for the above Port, and will have quick despatch.

For Freight, apply to  
SHEWAN, TOMES & Co.

Hongkong, 4th July, 1897. [244]

FOR SAN FRANCISCO.

THE 100 ft British Bark

"HEATHBANK,"  
McKeechle, Master, shortly expected, will load  
here for the above Port, and will have quick  
despatch.

For Freight, apply to  
SHEWAN, TOMES & Co.

Hongkong, 4th July, 1897. [244]

FOR SAN FRANCISCO.

THE 100 ft British Bark

"REASONABLE PRICES."

THE 100 ft British Bark

"SHEWAN, TOMES & Co."

Hongkong, 17th June, 1897. [1057]

FOR SAN FRANCISCO.

THE 100 ft British Bark

"REASONABLE PRICES."

THE 100 ft British Bark

"SHEWAN, TOMES & Co."

Hongkong, 17th June, 18